





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAN," 2,363 tons, Captain H. D. Jones.  
 "POWAN," 2,338 " " " H. I. Black.  
 "FATSHAN," 2,260 " " " C. V. Lloyd.  
 "KINSHAN," 1,995 " " " B. Branch.  
 "HEUNGSHAN," 1,993 " " " R. D. Thomas (At Dock)

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from Company's Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

ALL PAYMENTS MUST BE MADE IN CASH.  
CHITS CANNOT BE ACCEPTED.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.  
 "SUI-TAI," 1,651 " " " G. E. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

## JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain S. Bell Smith.  
 "NANNING," 1,599 " " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 24th December, 1907.

## WEST RIVER BRITISH STEAMSHIP COMPANIES.

## HONGKONG-WUCHOW LINE.

## THE Steamers

"LINTAN" and "SAN-UI"  
 SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.  
 These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.  
 THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE,  
Agents, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS

## OF THE

## COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.  
Departure from Hongkong at 9.30 P.M. (Saturdays excepted).  
Departure from Canton at 5.15 P.M. (Sundays excepted).These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.  
The Company's Wharf is at the end of Wing Lok Street (Tram Station).  
Canton Agents—Messrs. E. Pasquet & Co.  
For further particulars, please apply to—BARRETTO & CO.,  
Agents.

Hongkong, 5th April, 1907.

## IMPERIAL BREWING COMPANY, LIMITED.

## PURE CREAM BEER.

For samples and prices please apply to

## WINE GROWERS SUPPLY CO.

BARRETTO &amp; CO.,

General Agents.

Hongkong, 22nd October, 1907.

## Hotel.

## KOWLOON HOTEL,

HONGKONG.

## NEEDS NO ADVERTISING.

World-Wide Reputation.  
 The only First-Class Hotel in Kowloon.  
 Most Charming and Popular Resort in the Colony.  
 Electric Light, Fans and Call Bells.  
 Bath Rooms attached to each Room.  
 Telephone Address:  
 "CHERRY" HONGKONG.  
 Telephone No. 14.

Unrivalled for Comfort.  
 Thoroughly Up to Date with Every  
 Luxury.  
 Billiards and Bowling Alleys.  
 Moderate Terms and No Extras.  
 Modern Management.

O. E. OWEN,  
Proprietor.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 85 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captain and Engineer is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 108, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Snotts, A. I. and Watkins.

Yokohama, May 3rd, 1905.

## Mails.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, ALGIER, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	"VORCK" Capt. J. Randermaund	WEDNESDAY, Noon, 1st Jan., 1908.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"ZEPHYR" Capt. F. Pusch	About FRIDAY, 3rd Jan., 1908.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. Minster	SATURDAY, Noon, 4th Jan., 1908.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Semblil	Middle of January, 1908.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

## MELCHERS &amp; CO.

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 27th December, 1907.

## JAVA-CHINA-JAPAN LIJN.

## REGULAR THREE-WEEKLY SERVICE

## BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	Second half Jan.	JAVA PORTS	First half Jan.
TJIMAH	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS	JAVA	First half Jan.	JAPAN	First half Jan.
TJIKINI	JAPAN	First half Jan.	JAVA PORTS	Second half Jan.
TJILATJAP	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.
TJILIWONG	JAVA	First half Feb.	JAPAN	First half Feb.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor.

Hongkong, 21st December, 1907.

## Dentistry.

## TSHI TING.

L.A.T.—DENTIST.

STUDIO AT NO. 14, D'ARCY.

REASONABLE FEE.

Consults free.

Hongkong, 22nd Dec., 1907.

## Dr. H. H. CHAUN.

THE LATEST METHOD.

of the

AMERICAN SYSTEM OF DENTISTRY.

From the QUEEN'S ROAD CENTRAL.

Hongkong, 16th Dec., 1907.

## RAUB GOLD MINING CO.

General Manager's Report for the four weeks ending 30th November, 1907.

The mine measurements and assay results of prospecting work show a total of 430 feet for the period (4 weeks) under review, made up of 142 feet driving and 288 feet cross cutting, against a total of 428 feet for the previous four weeks.

## MINES.

Bukit Komar: 4 feet level cross-cut East.—This has been advanced 39 feet, making a total of 85 feet. There is no change to note, we expect to strike the lode during the early part of the coming month.

440 feet Level, Drive South.—This has been extended 15 feet, making a total of 512 feet. The lode 50 in. wide is worth about 2 dwi.

440 feet Level, North Drive South in Front-wall Portion.—This end has been driven 10 feet bringing the total to 87 feet, the lode 66 in. wide assays 54 dwi.

340 feet Level, South.—The mid level above this drive has been driven 6 feet, making a total of 10 feet, the lode is about 12 in. and fair value.

340 feet Level, North Drive on Hanging Wall Portion.—This has been taken from 159 to 169 feet on a lode 54 in. wide and worth 7 dwi per ton.

240 feet Level, North Drive on Hanging Wall Portion.—This has been restarted and advanced 15 feet making a total of 169 feet. The lode 66 in. wide assays 2 dwi.

Cross cutting for stops filling, 162 feet.

Stops. The following have been worked:

Above the 440 feet level, 1 stop, lode 111 in. wide and worth 54 dwi.

Above the 340 feet level, 2 stops, lode 81 in. wide and worth 24 dwi.

Above the 240 feet level, 2 stops, lode 85 in. wide and worth 3 dwi.

STOPE MINE.

160 feet Level, Drive South. To this has been added 20 feet bringing the total to 495 feet. The lode 90 in. wide assays 134 dwi.

160 feet Level Drive North. This has been driven 11 feet making a total of 211 feet. It is in barren rock, a cross cut has been put off to the west from the end and taken 7 feet, in search of better indications.

Cross cutting for stops filling, 38 feet.

Stops. Above the 160 feet level, 2 stops, lode 108 in. wide and worth 13 dwi.

D. MALACCA.

No. 2 Level from No. 2 Shaft. The drive south from Winze has been extended 24 feet bringing the total to 44 feet. The lode 48 in. wide is worth 6 dwi.

Drive North from a Winze has been driven 18 feet making a total of 55 feet. The lode 48 in. wide gives a value of 14 dwi.

From a stop, above these drives 262 tons have been won from a lode 48 in. wide and worth 31 dwi.

No. 1 Level South from No. 1 Shaft.—This has been restarted with the object of exploring the ground lying between this shaft and the Malacca shaft. 15 feet have been driven making a total of 74 feet south.

Malacca Hill.—A cross cut at a shallow depth has been started and taken 42 feet. Its object is to strike the lode on which we are now working at that depth.

General.—The second Grid Mill is erected and is ready for work.

The Huntington Mill erected at Komar in conjunction with the 40 stamp is completed and will be worked during the coming month.

From the Willey Tables 16 tons 6 cwt. of concentrates have been won worth 566 sds. per ton.

Milling Returns 4 weeks ending 30th November, 1907.

Stamp Working 40  
Period of Work 28 days less 22 hours for clean up and repairs.

One Milled Bukit Komar, 1975.

Stamps 474

Total 3149 tons

Amalgam Recovered 2500 oz producing

Retorted Gold 930 oz

Smelted 914.75 oz

Average Yield per ton 5.61 dwi

Average Value of tailings 1.75

BUKIT MALACCA.

No 1 Mill ran 25 days Crushing 262 tons

No 11 " 25 " " of mine ore and

1737 tons surface

Total 1999 tons

Amalgam Recovered 537 oz producing

Retorted Gold 186.64 oz

Smelted 186.64 oz

Average Yield per ton 1.86 dwi

Total Tons Crushed 5148

Amalgam collected 3207 oz

Smelted Gold 1102.375 oz

Average Fineness of Bullion 916.463

Yield per ton 4.28 dwi.

W. H. MARTIN,  
General Manager.

## TO THE NORTH POLE BY BRAN TEAM.

A novel project has been conceived by the celebrated Arctic explorer Captain Roald Amundsen, the Norwegian pioneer, who four years ago discovered that North-West Passage which had been vainly sought during four centuries.

The Captain now proposes to set out on an expedition for the North Pole, but his idea is to utilize bears instead of trusting, like previous explorers, to dogs. He has formulated a plan of route, entering the Arctic Sea by the Behring Strait and then drifting, northward with the Nippin current till near enough to make a dash for the Pole.

The route thus proposed coincides with that taken by the ill-fated Jeannette. Captain Amundsen's vessel will be equipped for a stay of six years in the Arctic. He will take on board six sledges. The novel feature of the expedition will be a team of six polar bears. These are being trained in Norway by the well-known professional animal trainer, Herr Karl Hagenbeck, who is teaching them to drag sledges, with the most promising prospects of success, unlikely though such an attempt might seem to be of satisfactory accomplishment. The Captain believes that these apparently invincible animals will prove as docile as dogs, and that, being trained to the game of the Arctic, they will be more serviceable than the dogs hitherto used, as they have immense strength and endurance.

## Intimations.

## A. CHAZALON &amp; CO.

6, QUEEN'S ROAD CENTRAL.

## NOW SHOWING

A LARGE ASSORTMENT OF

FRENCH DOLLS and TOYS,

PERFUMERY,

TOM SMITH'S CRACKERS,

XMAS TREE ORNAMENTS,

FOOTBALLS, &amp;c., &amp;c.

ALSO

The Best FRENCH CONFECTIONERY and LIQUORS.

## INSPECTION SOLICITED.

Hongkong, 25th November, 1907.

## PALST BREWING COMPANY, MILWAUKEE.

## FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN &amp; Co.,

Agents for

HONGKONG &amp; SOUTH CHINA.

Hongkong, 29th July, 1907.

Sole Agents for

## HUMBER CYCLES.

## TYPEWRITERS

FOR

HIRE, REPAIR &amp; SALE.

TO CLEAR AT VERY MODERATE

PRICE.

REMINGTON,

HAMMOND,

B. BLOCK.

NEW CENTURY &amp; SUN TYPEWRITERS.

## MOTOR LAUNCHES and BOATS

FOR HIRE AT BLAKE PIER.

DAY AND NIGHT PER HOUR.

New Bicycles

for Hire.

NEW CYCLES FROM 400 EACH.

REPAIR TO MOTOR BOATS, CARS,

and CYCLES UNDER TAKEN.

DRAGON CYCLE DEPOT.

NO. 11, DAVIDSON STREET, HONGKONG.

HONGKONG, 27th November, 1907.

SWATOW DRAWN WORK

COMPANY.

38, WELLINGTON STREET.

Dealers in all kind of

HAND-MADE DRAWN-CHINESE

LINEN, GRASS CLOTH, &amp;c.,

all of the best quality.

ALSO

SWATOW BEST PEWTER-WARE.

CANTON EMBROIDERY and CHINESE

LACES.

all from the best French patterns.

HONGKONG and SWATOW.

Hongkong, 19th October, 1907.

SELF CURE NO FICION!

MARVEL UPON MARVEL!

NO SUFFERER

NEED A NOW DESPAIR!

The deep ditch of quackery, may safely, speedily and

cure or fully cure himself without the knowledge of a

good party. By the introduction of

THE NEW PRINCIPLE REMEDY

THERAPION

A complete revolution has been wrought in the de-

partment of medical science, while thousands have

been restored to health and happiness who for

years previously had been merely dragging out a

life of suffering and despair. The new principle

of medicine is now being introduced into the

THERAPION No. 1.—A powerful

remedy for discharges, expelling infectious

matter from the system, and restoring the

THERAPION No. 2.—A powerful

remedy for discharges, expelling infectious

matter from the system, and restoring the

THERAPION No. 3.—A powerful

remedy for discharges, expelling infectious

matter from the system, and restoring the

THERAPION No. 4.—A powerful

remedy for discharges, expelling infectious

matter from the system, and restoring the

THERAPION No. 5.—A powerful

remedy for discharges, expelling infectious

matter from the system, and restoring the

THERAPION No. 6.—A powerful

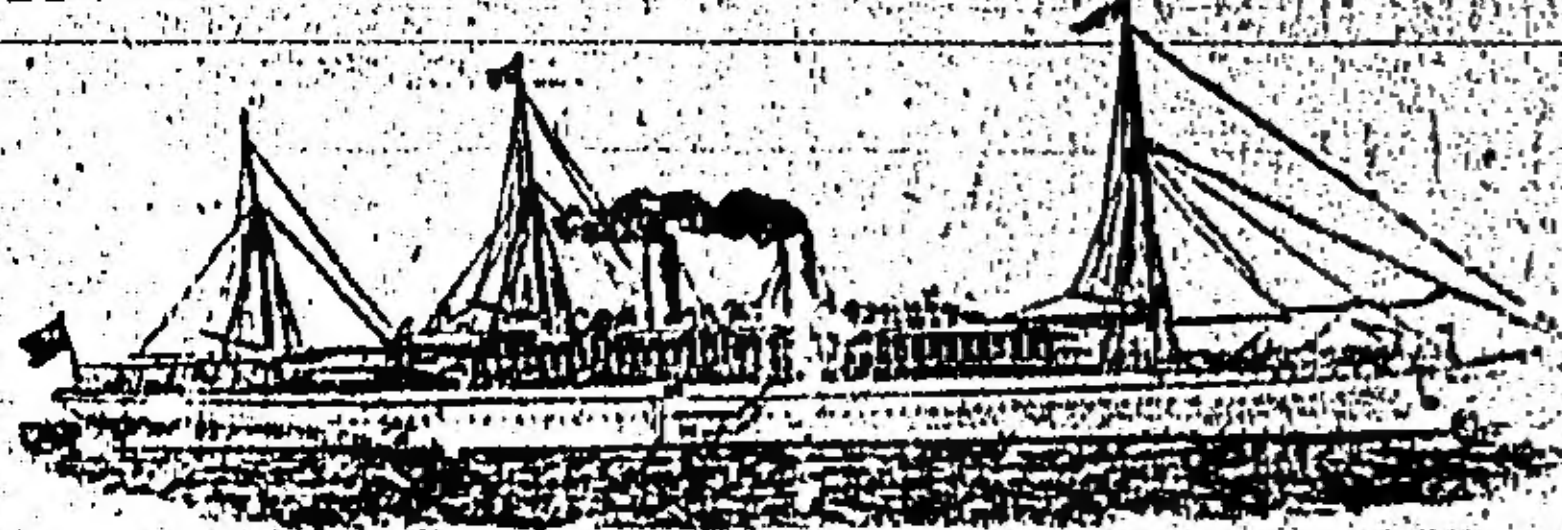
remedy for discharges, expelling infectious







## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF INDIA" .....	6,000	THURSDAY, Jan. 16th	Feb. 3rd
"MONTEAGLE" .....	5,163	WEDNESDAY, Jan. 29th	Feb. 22nd
"EMPEROR OF JAPAN" .....	6,000	THURSDAY, Feb. 13th	Mar. 2nd
"EMPEROR OF CHINA" .....	6,000	THURSDAY, Mar. 14th	Mar. 31st
"EMPEROR OF INDIA" .....	6,000	THURSDAY, April 11th	Apr. 27th
"MONTEAGLE" .....	5,163	WEDNESDAY, April 24th	May 10th

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C. and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class .....

Steamers, and 1st Class on Railways, via St. Lawrence 440. Via New York 442.

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at intermediate rates, affording superior accommodation for that class and AROUND THE WORLD.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China and Japan.

Hongkong, 27th December, 1907.

Cornwall Padder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SANDAKAN	MAUSANG	SUNDAY, 29th Dec., Daylight.
SHANGHAI, YOKOHAMA, KORE	FOOKSANG	MONDAY, 30th Dec., Noon.
TSINGTAU, WEIHAIWEI and CHEFOO	CHEONGSHING	MONDAY, 30th Dec., 4 P.M.
SHANGHAI	FOOSHING	TUESDAY, 31st Dec., Daylight.
SGAPORE, PENANG & CALCUTTA	YUANGSANG	TUESDAY, 31st Dec., 3 P.M.
SHANGHAI	LOONGSANG	FRIDAY, 3rd Jan., 4 P.M.
MANILA	LAISANG	TUESDAY, 7th Jan., 3 P.M.
SGAPORE, PENANG & CALCUTTA	YUANGSANG	FRIDAY, 10th Jan., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single	Return
	\$ 65	\$ 130
Penang	85	130
Calcutta	165	250

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Cebu, Manila, Newchwang and Yangtze Port.

Taking Cargo on through Bills of Lading to Kaitum, Lahad, Datu, Simporna, Tawau, Uluksan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

General Managers.

Hongkong, 28th December, 1907.

CHINA NAVIGATION CO., LIMITED

For

MANILA

SHANGHAI

MANILA, ZAMBOANGA & COLONIES

CEBU & ILOILO

SHANGHAI

MANILA

YOKOHAMA & KORE

CEBU & ILOILO

"KWEIYANG" 31st Dec., daylight.

"TEAN" 31st " 4 P.M.

"YOHOW" 31st " "

"TAIYUAN" 31st " "

"KALPONG" 3rd Jan. "

"KUIKIANG" 3rd " "

"TAMING" 7th " "

"CHINGTU" 9th " "

"SUNGKIANG" 15th " "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 28th December, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers

between Hongkong and Manila.—Saloon staterooms—Electric

Light—Perfect Cuisine—Surgeon and Stewardess carried.

—All the most up-to-date arrangements for comfort of

Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship, Tons, Captain, For, Sailing Dates.

RUBI .....

ZAFIRO .....

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 28th December, 1907.

CHINA & MANILA STEAMSHIP CO.,

LIMITED.

MANILA CARNIVAL.

A CARNIVAL is to be held in MANILA under Government auspices during the week

commencing 3rd FEBRUARY, 1908. As an inducement to Hongkong residents to

participate in this important event, besides enjoying a holiday of reasonable length, we have decided

to dispatch our steamer "RUBI" on FRIDAY, 31st January, in the evening instead of at Noon

on Saturday. The steamer will, therefore, reach Manila early on Monday morning, and in order

that the full week's festivities may be enjoyed we shall not dispatch the steamer from Manila

until SUNDAY morning, 9th February, at Daylight. Steamer will reach Hongkong again on

the afternoon of Tuesday, 11th February.

We have arranged a Special Fare for this Round Trip of \$50, and we shall allow

passengers to remain on board during the stay in Manila for \$10 per day, inclusive. We trust to

secure sufficient passengers to justify our having offered this inducement.

For further particulars, apply to the undersigned.

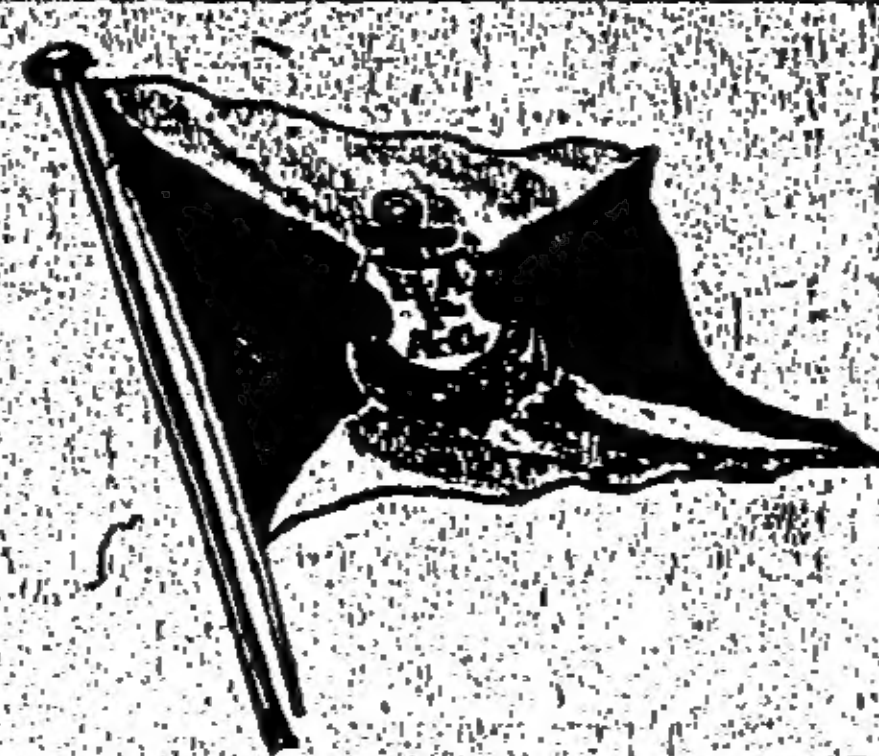
SHEWAN TOMES & CO.

General Managers.

Hongkong, 24th December, 1907.

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.



167 Ocean Steamers

with

916,000

Br. Reg. Tons.

## PASSENGER SERVICE.

RHENANIA—HAMBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY

LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

## Outward.

RHENANIA .....

HOHENSTAUFEN .....

HONGKONG, 24th December, 1907.

## Homeward.

SCANDIA .....

HAMBURG .....

RHENANIA .....

HOHENSTAUFEN .....

## HONGKONG-NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship

"INDRAPURA" .....

For Freight and further information, apply to

SHEWAN TOMES & CO.,

Hongkong, 23rd December, 1907.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAICHUNG" .....

Captain Robison will be despatched for the

above Port, TO-MORROW, the 29th instant,

at 10 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LAURIAK & CO.,

General Managers.

Hongkong, 28th December, 1907.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHUNG" .....

Captain Hodgins will be despatched for the

above Ports, on TUESDAY, the 31st inst., at

10 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LAURIAK & CO.,

General Managers.

Hongkong, 27th December, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE and YOKOHAMA).

With liberty to call at HONOLULU and

SALINA CRUZ.

Steamers Tons To sail

KATHERINE PARK .....

KASATO MARU .....

Taking Freight and Passengers to other

Eastern and Western Coast ports of South

America in connection with Steamers of the

Pacific S. N. Co.

For further information as to Freight and

Passage, apply to

K. MATSUDA,

Manager,

York Building,

Hongkong, 26th December, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" .....

"KWONG SAI" .....

Leave Hongkong for Canton at 9 every

evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every

evening, (Sunday excepted).

These New Steamers have unequalled

accommodation for First-Class Passengers and

are lit throughout by Electricity, Electric Fans

in First-Class Cabins.

Passage, Fare—Single Journey .....

Meals .....

The Company's Wharf is situated in front of

the New Western Market, opposite the old

Harbour Office.

YUEN ON S.S. CO., LD.

SHIU ON S.S. CO., LD.

Hongkong, 24th July, 1907.

## Intimations.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes

9.30 a.m. to 1.00 p.m. ... Every 15 minutes

1.00 p.m. to 1.15 p.m. ... Every 15 minutes

1.15 p.m. to 1.45 p.m. ... Every 15 minutes

1.45 p.m. to 2.15 p.m. ... Every 15 minutes

2.15 p.m. to 3.00 p.m. ... Every 15 minutes

3.00 p.m. to 5.00 p.m. ... Every 15 minutes

5.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS

8.45 p.m. and 9 p.m. ... Every 15 minutes

every half hour.

SUNDAYS

8.00 a.m. to 9.00 a.m. ... Every 15 minutes

9.00 a.m. to 9.30 a.m. ... Every 30 minutes

9.30 a.m. to 10.30 a.m. ... Every 15 minutes

10.30 a.m. to 11.00 a.m. ... Every 10 minutes

11.00 a.m. to 12.00 noon ... Every 15 minutes

12.00 noon to 1.00 p.m. ... Every 10 minutes

1.00 p.m. to 5.00 p.m. ... Every 15 minutes

5.00 p.m. to 6.00 p.m. ... Every 10 minutes

6.00 p.m. to 7.00 p.m. ... Every 15 minutes

7.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS

Extra cars at 3.15 p.m., 11.30 p.m. and

11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALFRED A. BUILDING,

Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 4th June, 1907.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LADYCHES,

SOLE AGENTS FOR

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.







## Intimation.

**A. S. WATSON & CO., LIMITED.**

**THE GREAT POPULARITY**

or  
**Watson's**

**E**

VERY OLD LIQUOR

**SCOTCH**

**WHISKY**

HAS BEEN ATTAINED BY ITS  
**CONSISTENT EXCELLENCE**

OR

**QUALITY.**

IT IS A

**PURE MALT WHISKY**

OF

**GENUINE AGE**

AND

**FINE MELLOW**

**FLAVOUR.**

Per Case - - - \$15.00

**A. S. WATSON & CO., LIMITED,**  
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

Hongkong, 30th November, 1907.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, and should be accompanied by the name and address of the contributor. Ordinary business communications should be addressed to the Manager. The Editor will not undertake to be responsible for any returned MSS., nor to return any contribution.

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Single Copies, Daily, ten cents; Weekly, twenty-five cents.

**The Hongkong Telegraph**

HONGKONG, SATURDAY, DECEMBER 28, 1907.

## OPIMUM CRUSADERS AT WORK.

Whatever is being done to bring about the extinction of the traffic in opium appears to exercise but little interest among those who were not so very long ago agog to fight the evil. At home, the Secretary for India has been engaged in far more important business than that relating to the cultivation of a few acres of the poppy, while in China the higher questions of domestic policy in the Provinces have practically obliterated the side issue of opium consumption. No doubt the subject will come to the front again when the missionaries regain their second breath, and come forward with bell, book and candle to anathematise the scoffing multitude who refuse to perceive in the opium habit the decadence of the Chinese Empire. When the question of limiting the output of opium from India to China was first mooted, and when the Chinese Imperial Government issued edicts which proposed to root out the cultivation of the plant and the consumption of the product within ten years, there were some misguided contemporaries who hailed the scheme with delight, as if the notion were heaven-born and a modern manifestation of godliness. Nearly every missionary seemed to regard himself as the one and only "God's good man" who had influenced the Chinese Government to this decision. But, after consideration, a large section of the volatile Press began to discover that, while the suppression of the opium traffic might be all very well in itself, there was another and more serious aspect which had been disregarded. If the opium meant something like a revenue return of two million dollars

to a Colony of the size of Hongkong, how was the difference between the average revenue and the reduced returns to be equalised? In other words, if opium was a taboed article of commerce, and the tax previously derived from its importation was to be lost, who should pay the piper? Would the House of Commons come to the rescue and say: "Because ye have put this evil thing from ye therefore shall we compensate ye annually to the extent of two million dollars. And in further proof of our appreciation we shall make it our business to see that the amount payable by your Colony in name of military contribution shall be reduced to the vanishing point. And, in still further proof of our rejoicing, we shall help you to strangle the Crown Agents and all their kin, and possibly you may be permitted to have a Municipal Commission of your own, as in Singapore and Penang, besides some say in the matter of how the Colony's revenue should be expended." Indeed, if we are not mistaken, there was some suggestion when the opium question came before Parliament that the Imperial Government should assist the depleted exchequers of the Colonies affected by the withdrawal of the opium fees as the outcome of the disinterested action of short-sighted fanatics in the homeland. But we are a sceptical people those of us who have lived in the Far East, and we hold much virtue in the adage—"Seeing is believing." Recently, Mr. Laidlaw, M.P., was touring in the Malay States, and being a firm believer in the upright life he found great joy in denouncing the opium habit, incidentally revelling England for giving moral support to the trade. But a travelling M.P. has little honour outside his own constituency, where he is kept in a warm bath of laudation in the hope that he may see fit to employ his talents in tracing his signature on his cheque-book. At all events the *Perak Pioneer* has a lively and admirably expressed article on the subject of the M.P.'s visit, and its views will be thoroughly endorsed by those who are not hypnotised by the voice of the rant. The article reads: "Amidst the din of enthusiastic acclamations, with which the recent visit of Mr. Laidlaw was hailed by the anti-opium party, it is gratifying to find that the voice of sober reason has not been silenced, by the repetition of well worn and high sounding platitudes. It is to be noted with satisfaction that the temptation to pose as moral reformers on the Utopian ideal has not overcome either the entire community or the Press of Malaya. Several of our contemporaries have not failed to brush aside, with no gentle hand, the delusions and unfounded claims of the anti-opium crusade, and have maintained that the anti-opium crusade was misguided in its inception, innocuous for good and mischievous in its consequences. We are indeed glad to learn that Mr. Laidlaw had an interview with the Resident-General and the Resident of Selangor, in the course of which he must have learned some plain home truths. Mr. Laidlaw asked a set of stereotyped questions of his audiences at Singapore, Kuala Lumpur, Ipoh, and Penang to which identically favourable answers were elicited. But it is a matter of extreme surprise that Mr. Laidlaw, being a sound and most successful business man, omitted to question his Colonial audiences whether they were agreeable to the imposition of a heavy income tax and the doubling of the land and license taxes, as well as the death duties to make good the enormous deficit in the Budget that would be the immediate result of the suppression of the opium traffic. This is a dangerous ground on which the most ardent anti-opiumists fear to tread—cheap philanthropy we have galore; but the genuine article, as tested by the call met on one's purse, is indeed a *rara avis*, among those who shout and declaim the loudest. In another portion of the same article the following occurs: 'It is a remarkable fact that while China is crying out for relief from Indian imports of opium, the Celestial Empire still produces enough opium to export enormous quantities of the drug to Indo-China, Siam and the Straits. When we take into consideration the fact that the inland excise duty on Chinese opium is double of that levied on Indian opium it is not difficult to understand the anxiety to do away with entry of Indian opium into the country. Fervid enthusiasm appears to have carried away Rev. Horley when he said that every sensible Chinaman was down on it. To stigmatisate as intemperate those who are not down on the opium traffic is an assertion which our contemporary says is utterly untrue, as there are undoubtedly many sensible Chinese gentlemen who realise the utter folly of the political agitation they are pursuing. Well weighted utterances made after due consideration will have more effect than general sweeping assertions which cannot stand the test of close scrutiny. Cure and not coercion ought to be the watchword of every well meaning philanthropic association. The anti-opiumists have all the benefits of a well organised association which can do much practical good on right lines. They will do well to add the temperance movement to their propaganda which will benefit vast numbers of their countrymen; and to a greater extent than by the suppression of the opium traffic.'

## LOCAL AND GENERAL.

**THE FRENCH MAIL OF THE 26th NOVEMBER** was delivered in London on the 24th inst.

**THE REV. F. T. JOHNSON** has been appointed a Chaplain of Prisoners, with effect from 1st January, 1908.

**ON** and after the 1st January, 1908, direct money orders may be obtained at the General Post Office payable in Sarawak.

**THE** name of Dr. George D. R. Black has been added to the Register of persons qualified to practise medicine and surgery in the Colony.

**THE** appointment of Mr. E. Ralph, senior assistant master, to be normal master, Queen's College, with effect from 1st January, 1908, is gazetted.

**ON** Monday afternoon His Excellency the Governor and Lady Lugard visited the Netherland, Ho Miu Ling and Alice Memorial Maternity Hospitals.

**THE** Police Magistrate's Department is excluded from the operation of the Public Holidays Ordinance, 1875, on Thursday, the 2nd day of January, 1908.

**H.R. MAJESTY** the Empress Dowager has paid a contribution of Rs 150,000, out of the Privy Purse, towards the funds for the inception of local self-government in Peking.

**A** monthly report of the Raub Australian Gold Mining Co. is printed on page 2, and on page 3 will be found the fortnightly yarn market and weekly share reports.

**CHINESE** documents 2,100 years old have been found among the ruins of an ancient Great Wall on the Tibetan frontier of the Chinese province of Kansuh by the German explorer, Dr. Stein.

**THE** sloop *Clio*, of the West River Flotilla, which came down the other day, went back to-day leaving the harbour about 8.30 a.m. She was preceded earlier in the morning by the destroyer *Otter*.

**THE** P. and O. Company's steamer *Victoria*, which left London on 22nd ult., took the following specie:—Singapore Bar Silver, £45,000; Singapore Coin Silver, £200; Hongkong Bar Silver, £16,000; Shanghai Bar Silver, £68,000.

**WE** learn from Peking that the Russian Minister has agreed to the proposal of China to establish a Consulate in Vladivostok. It may be stated here that hitherto the Chinese official station in that port has been termed Commercial Agent.

**TELEGRAMS** from Peking state that Baron Hayashi, the Japanese Minister to China, has sent in reply to the Waiwupu's comprehensive rejoinder a lengthy counterstatement summing up the repeated remonstrances of Japan on the Chientao frontier question.

**POLLARD'S** clever youngsters repeated "In Town" to a fairly good house last night—the wretched weather accounting for the paucity of the attendance. To-night the same piece will occupy the boards, and on Monday there will be a change when "La Poupée" will be staged.

**IN** the marine inquiry held at Vancouver last month concerning the collision between the steamers *Charmar* and the C.P.R. *Tartar*, charges were made against Captain Jones, pilot of the *Tartar*, that he disregarded the starboard signals blown by the *Charmar* and endeavoured to force her to come inside by going to port, thus causing a collision between the vessels.

**WE** would direct our readers' attention to the production this evening, at the Catholic Union, of the burlesque in two acts, entitled "Love in Lotus Land." Those who witnessed the members of the Union in their signal success last year, "Aladdin," will know what to expect from the talented amateur combination in their new play this evening. No efforts or expense have been spared to stage the burlesque in first class style.

**WE** learn that the net profit of the Kawasaki Dockyard Company for the last half-year amounted to ¥504,122, including a surplus of ¥47,978 brought over from last account. Of this sum ¥5,000 has been placed to the reserve for the depreciation of machinery, buildings, &c. The sum of ¥774,400 will be distributed as an ordinary dividend and ¥68.80 as a special dividend, the two payments being equal to 12.5 per cent. per annum as usual. Besides a sum of ¥22,500 will be paid as bonuses to officials, and the surplus of ¥45,522 carried forward.

**COLONEL H. MARTIN**, Royal Army Medical Corps, the new Principal Medical Officer of the South China command, had a long and arduous experience of professional work in the South African War, and prior to that he had experience in India. He was attached to the Zhoob Valley Expedition, 1884, whilst a subaltern, and was through the greater part of the very hardest times of the Boer war. He was at Ladysmith, and was on the fields of Blauwbaan, Rietfontein and Lombard's Kloof, and behind the stubborn defences of Ladysmith through the siege, and was subsequently P.M.O. of the Fifth Division, and in charge of a general hospital. He was twice mentioned in Sir George White's despatches, and also in Sir Redvers Buller's despatches (Queen's medal with three clasps—Kloof's medal with two clasps).

**THE** British remarks that the present Japanese Cabinet is practically Marquis Katsura's, while Marquis Saionji's position is a sinecure.

**TWO** members of Congress, Mr. Williams, of Mississippi, and Mr. DeArnaud, of Missouri, have come to fight off on the floor of the House.

**LIEUT. CREAM**, R.A., arrived in this Command from England per P. & O. *Sunda* on 23rd inst., on posting to 87 Company, R.G.A., Stonecutters.

**EIGHTEN** gamblers were arrested yesterday at No. 8, Tai Wong Street, Wanchai, and fourteen others at the Quarry Bay Shipyard. They were charged this morning at the Police Court, and made to pay the usual fines.

**THE** *New York Sun's* correspondent with the Pacific Fleet sends a message by wireless telegraphy to the effect that Admiral R. D. Evans has announced, on the authority of President Roosevelt, that the Admiral will return from the Pacific by way of Buz.

**MR. W. H. TAIT**, who has arrived in New York, says that the Japanese Government and people are desirous of peace. He adds that the Japanese are a proud nation who ask that they shall be treated on the same basis as others. Mr. Tait refuses to discuss politics.

**A** TOKIO despatch of 22nd inst. to the *N. C. D. News* says:—Storms were general on Friday and Saturday. Many ships sank or were wrecked in the neighbourhood of Moji, Kobe and Chumoku. The casualties include the *N.Y.K.S. Nitigata Maru*, wrecked at Chumoku.

**THE** *Kokumin Shimbun* urges the prompt adoption of a silver standard in China in view, first, of the present cheapness of silver; secondly, of the imperative necessity of consolidating the monetary standard; thirdly, of the international assistance to be expected for China's silver standard.

**CAPTAIN C. F. W. JOHNSON**, R.N., died on 23rd ult. at Norwood at the age of 65. As lieutenant in command of the *Shant* he was employed in the suppression of piracy off the China and Formosa coasts, and was specially recommended to the Admiralty by the commander-in-chief, Sir H. Keppel, for his capture of the fortified and piratical town of Choochi. Captain Johnson had a letter of thanks from the Governor of Hongkong for his services to this colony.

**AT** the Police Court, this morning, Mr. H. H. J. Gompertz sentenced a coolie, who pleaded guilty to the charge, to three months' hard labour for pick-pocketing at West Point yesterday forenoon. The accused—Cheung Man—while in Salt Fish Lane, removed from the pocket of a visitor—Fung Cheung U by name—a parcel containing a double-cased silver watch and a gold chain, valued at \$100, and a pair of diamond drop and a Man Mo pearl, aggregating \$62. He effected his escape at the time, but was arrested late last night when he attempted to pawn some of the articles.

**THE** value of the export of gold from Yokohama, Kobe, Osaka, and Nagasaki during the first ten days of this month amounted to ¥30,300 (gold coin for Hongkong), bringing the total from January to ¥841,500. Import of specie amounted to ¥347,206 (including about ¥220,000 Japanese gold coin from Shanghai and about ¥7,000 gold bullion from Korea), bringing the total from January to ¥6,306,000. The export is thus in excess of import of ¥17,199,700. For the same period the export of silver was ¥245, making a total from January of ¥51,002. There was no import of silver during the ten days in question, the total import since January being ¥1,199,000.

**SIR** William des Voeux, who is making a hopeful recovery from his recent operation, comes of the family of which the head, Sir Charles Champagne des Voeux is celebrating his eightieth anniversary. Sir William is a fifth son, as Sir Charles is a third son, and Sir Charles succeeded his elder brother in the title only thirteen years ago. Sir William has had mostly to do with the administration of the West Indies, but he has varied these experiences as Governor of Newfoundland, and of Hongkong. Thus he attained his K.C.M.G. The baronetcy dates from no further back than the end of the eighteenth century, but the family is as old as the De Bacquecouls, whose representative when he settled in Ireland took on the present patronymic.

**"CITIZEN"** writes to a contemporary as follows:—The following paragraph which is taken from the *Daily Mail* of 15th October last and which emanates from their Paris correspondent, shows that other municipal bodies, besides our own, require waking up sometimes. I wonder what the Parisian would have done if their lanes were in the condition that ours invariably were after a shower of rain during the wet months of the year. I wonder if when the rains come on again, any of our reporters will emulate the duck or hit on some salutary expedient to rouse our Civic Fathers to a sense of their duties. To quote the paragraph:—"An amusing scene was witnessed this morning at eleven o'clock in the Place de l'Opera, where the heavy rain formed a series of small lakes owing to the bad state of repair of the roadway. Three ducks were seen to be swimming about in the puddles. The birds' feet were attached to long strings, the other ends of which were held by three men standing on the pavement. The ducks soon caused such a block in the traffic and aroused so much hilarity among a crowd of several thousand people that the men and the birds were arrested. At the police station the prisoners were ordered to be three supporters of an even-tempered party, who had adopted the method of calling attention to the bad state of the roadway."

## THE KOWLOON TRAGEDY.

**ALLEGED AUTHENTIC STORY.**

**GUILTY PARTY SUPPOSED TO HAVE COMMITTED SUICIDE.**

Investigations in connection with the tragedy which occurred in the barracks at Kowloon yesterday morning, resulting in the death of an Indian sepoy and the removal of another to a hospital for treatment, have closed. Those persons who, it was stated, were detained have been released. There will be no police court trial. The tragedy is at an end. The guilty party has committed suicide. Such is our information. Accounts differ as to how the tragedy was enacted, but we give the story as it was told to the police, and which is considered authentic. It happened in this wise:—For months past two soldiers belonging to the 129th Baluchis became sworn enemies, for what reason it will never be known. Both men kept apart, each man hating the sight of the other, until on Thursday night last when they met. Old sores were opened; hot words were exchanged; a fight followed, during which the bigger man was defeated. The matter was supposed to have ended there and then, but this was not to be. The disgraced at having been punished by his enemy still rankled in the bigger man's mind, and at about four o'clock yesterday morning, armed with a sheath knife, he went in search of his adversary. He found him in bed asleep. Quietly drawing the knife from under his coat, he struck the sleeper on the forehead and followed this up with one on the arm and another on the chest. The injured man sprang up immediately the first cut, had been dealt and cried for assistance. After the second and third he lapsed into unconsciousness. Believing that his victim was dead the murderer took to his heels.

In the next minute the barracks was in confusion. Soldiers ran here, there and everywhere. Officers were summoned; the police called in. The wounded sepoy was promptly removed to hospital. A search was then made for the guilty one, who was later found in his room with his throat cut, the blood-stained sheath knife lying at his side.

**"BOUSTING" MANILA.**

**THE "BULLETIN'S" ANNIVERSARY NUMBER.**

We have received a copy of the fifth anniversary number of the *Manila Bulletin*, which takes the form of an illustrated magazine, extending to four score pages. The idea governing the production has been to emphasise the wonderful growth of the Philippines under the rule of the United States, the great natural resources of the islands which still remain untapped, and the immense possibilities there are for the white man who has a little capital, an endless stock of patience, to achieve. It is a pretty picture that is drawn of Baguio, the summer residence of the Philippines. Another article which will be read with interest is that entitled "Farming," whose scope is far too comprehensive to permit of its being reduced to a summary. There are sketches on a variety of trades and agricultural subjects and, as may be expected, the general tendency of the writers is towards unadulterated optimism. The anniversary number is priced at 30 cents and it is worth every penny of that sum. The illustrations are clear and distinct, the type and paper are good, and the compilation is in every respect a credit to the staff of the *Bulletin*. But why did nobody think of providing the anniversary number with an index?

**SCENE AT THE TAI PING THEATRE.**

**A HOUSE "BOY'S" LITTLE GAME.**

Tsang Chung, a house "boy," attached to the Victoria Gaol quarters, created a disturbance last night in the Tai Ping Theatre, at West Point, for which he had to pay dearly at the Magistracy this morning. All by his lonesome Tsang went to the theatre and attempted to reach the auditorium non ticket. He had seen "Government servants" do that before, so he did not see the force of buying a pass when he was a servant of the Crown. It was absurd. But a rude ticket collector refused him admittance.

"Do you know who you are stopping?" asked Tsang in his best official language.

"Don't know, don't care to know; don't want to know. Show me your ticket," was the insolent reply.

"I'm from the Victoria Gaol," pursued Tsang.

"Is that so? Have you just left it? What did you do to get in? How long was your term?" the ticket man asked, getting humorous.

Tsang got annoyed. He was not a convict, he said. He was a "Government servant."

"Government servant or no Government servant you can't get in here without a ticket. This place isn't run on the philanthropic principle. Go and buy a ticket," was the doorkeeper's parting shot as he moved away.

Police Sergeant Blackman, who had heard the conversation, advised the Victoria Gaol man to get a ticket, which he did. And here it was the fun started. Having secured his pass, Tsang again tried to enter the theatre, but was stopped.

"What's he matter now?" he demanded.

"I want your ticket," was the answer.

"I have one," and he showed it.

"I want to see it," the ticket collector requested.

"What do you want it for?"

"To take a piece out of it," replied Tsang, and with that he landed the ticket collector one on the ball. Afraid of his scap, Tsang took to his heels and was chased along Des Voeux Road and into Sai Woo Lane, where he was found concealed between a number of rubbish jars. The fun had to be removed before Tsang could be arrested, and he was taken to the Victoria Gaol, where he was charged with assault. He was fined \$10 at the Police Court.

## Telegram.

**"HONGKONG TELEGRAPH" SERVICE.**

## RIOT AT POOTUNG.

**OFFICIAL BUILDINGS DEMOLISHED.**

FERRY CHARGES THE CAUSE.

(From Our Own Correspondent.)

Shanghai, 28th December, 11.50 a.m.

A riot took place at Pootung on the 24th inst.

The disturbance was the outcome of the raising of the ferry charges which was objected to by the populace.

The mob demolished two buildings, the property of the Chinese Magistrate.

The increase in the ferry rates has since been rescinded and quiet has been restored in consequence.

## REMINISCENCE OF HONGKONG.

THE "SMALL BOAT" FROM INDIA TO NEW ZEALAND.

In the course of a case which is exciting the utmost interest in London at present, the action by the claimant to the Duke of Portland's estate and title, a curious sidelight on the passenger trade between India and the Far East was unveiled by the pretty witness, Miss Robinson, who was described as the Duke's "outside correspondent."

According to the report in the *Morning Leader*, Miss Robinson said that after she left England in 1882 to 1883, she went to India, she did not remember the name of the ship, but it was one of the P. and O. line of steamships.

Mr. Avery: Where did you start from in London?—The East India Dock.

Do you know the date?—I cannot tell exactly. It was about November.

How did you get to New Zealand from India?—By the Fiji, I suppose.

How did you get to the Fiji?—By a small boat that came from Hongkong.

A small boat, you say?—Yes, not a very large vessel, which belonged to a Chinaman. It was called the Amy.

How did you get from Fiji to New Zealand?—By the same boat.

Do you remember to learn whether there are any residents in Hongkong at the present day who recollect the "small boat" which carried Miss Robinson right away from Bombay across the Indian Ocean and China Sea, through the South Sea Islands, and along to New Zealand. It may have been a small boat, although the P. & O. steamers were not by any means levithans in those days, but certainly must have been a tight, little craft which could do her 8,000 or 9,000 miles at a stretch without turning a hair.

## SWATOW CRICKET.

(From Our Own Correspondent.)

Swatow, 26th December, 1907.  
An enjoyable cricket match was played here on Christmas day between "Customs" and "Swatow," the latter winning by 5 runs. The scores were as follows:—

SWATOW.

Butcher, b Sullivan	1
Graham, c b Sullivan	33
Dowson, b Harrison	12
Fitt, b Sullivan	1
Deeks, not out	44
Richardson, b Sullivan	2
Roberts, c Harrison	0
Paisley, b Sullivan	0
Ozorio, c Sullivan	1
Dowker, c Sullivan	1
Rosse, run out	0
Byes	4
Total	99

## CUSTOMS.

Currie, c b Richardson	0
Sullivan, not out	0
Jones, b Butcher	3
Harrison, c b Butcher	1
Harris, c b Butcher	11
Merrill, c b Butcher	6
Cornack, b Richardson	0
Ruchwaldy, b Butcher	12
Reed, b Butcher	7
Walpole, run out	2
Frewin, b Richardson	3
McDonnell, not out	1
Byes	1
Total	46

## SHIPPING AND MAILS.

MAILS PUT.

Indian (Loring) 7th inst.  
American (Hongkong Mail) 30th inst.  
German (Zebra) 3rd prox. a.m.  
Australian (Ching) 3rd prox.

The Boston S.S. Co.'s *Trimar* sailed from Yokohama for Pacific Coast on 24th inst. The Imperial German Mail s.s. *Prinz Sigismund*, which left here on the 1st inst., arrived at Sydney on 26th inst.

The N.Y.K. s.s. *Kaga*, from American Line, left Shanghai for this port on 24th inst. and is expected here on 26th inst.

The Y. K. s.s. *Yokohama Maru*, from the Line, left Singapore for this port on 24th inst. and is expected here on 26th inst.







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT. WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT MARKET LAST YEAR & 1907.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation (new)	40,000	\$125	\$125	\$1,000,000	\$1,797,167	£1.15/- for 1 year ending 30.6.07 @ ex 2 1/2 3/16 = \$16.04	5 1/2 %	\$120 \$115 new issue London £79.10/-
National Bank of China, Limited	20,025	£7	£8	£1,735	\$71,293	\$1 (London 3/6) for 1903	...	\$51
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	£250	\$50	\$1,600,000	none	\$20 for 1907	8 1/2 %	\$245
North China Insurance Company, Limited	10,000	£11	£5	£1,100,000	Tls. 204,474	Final of 7/6 per share making in all 15/- for 1906 = Tls. 2.65	6 %	Tls. 89 sellers
Union Insurance Society of Canton, Limited	12,400	£250	\$100	\$3,000,000	11,460,490	Final of \$12 making \$43 for 1905 and interim of 3/4 for 1906	5 1/2 %	1835
Yanhsze Insurance Association, Limited	8,000	\$100	\$60	\$1,900,000	\$394,520	\$11 for year ending 31.12.05	...	\$145 buyers \$130 buyers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$362,980	\$6 and bonus \$3 for 1905	8 1/2 %	\$95
Hongkong Fire Insurance Company, Limited	8,000	£250	\$50	\$1,250,000	\$435,236	\$40 for 1905	12 1/2 %	\$350
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$24	\$7,500	\$385	\$1 for 1906	6 1/2 %	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	Nil	\$4 for year ending 30.4.1907	10 1/2 %	\$38 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$3,000,000	\$27,101	\$1 for 1st half-year ending 30.6.07	7 %	\$28 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£60,000	£3,694	5/- for 1906 @ ex 2 1/2 = \$2.14 per share	3 1/2 %	\$21 \$20
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of Tls. 1 1/2 for account 1907	12 1/2 %	Tls. 44 buyers Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£1,871	£172,370	Interim of 1/- (Coupon No. 8) for a/c 1907	4 1/2 %	42/-
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$5,000	\$137	\$1.00 for year ending 30.4.1907	4 1/2 %	\$22 buyers \$11 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000	11,18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 47 sellers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$9,218	\$8 for year ending 31.12.06	8 %	\$100 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	none	\$3 for 1907	...	\$10 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	5 %	Tls. 80 buyers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£15,000	£11,556	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 16
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	£11,358	No. 12 of 1/- = 48 cents	...	\$84
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$64,124	\$10,335	\$1.75 for year ending 31.12.06	12 1/2 %	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	£60	£60	£100,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 1/2 %	\$56 old buyers \$54 new buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$100,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	8 1/2 %	\$56
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 10,159	Tls. 3 for year ending 30th April 1907	4 1/2 %	Tls. 724 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 23,127	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 205 sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 5 for 14 months ending 28.2.07	6 %	Tls. 105
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$10,000	\$10,908	\$2 1/2 for year ending 30.6.07	10 1/2 %	\$204 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000	\$9,178	\$1.80 for 1906	13 1/2 %	\$14
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$64,075	\$10,925	\$4 for 1st half-year ending 30.6.07	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$100,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$95
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$208,386	\$11,567	80 cents for 1906	7 1/2 %	\$104 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$1,689	\$2 1/2 for 1906	7 %	\$35 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 860,493	Tls. 61,978	Interim of Tls. 5 for account 1907	7 1/2 %	Tls. 201 buyers
West Point Building Company, Limited	12,500	\$50	\$50	Tls. 170,000	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48 buyers
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	5 %	Tls. 51 b. ex div.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	Tls. 23,376	\$14,269	50 cents for year ending 31.7.07	5 %	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 50
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 31,469	Tls. 8 for 1906	...	Tls. 70 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,663	Tls. 30 for 1906	...	Tls. 270 sellers
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,299	£618	1/3 per share for 1906	9 %	\$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$10,000	\$16,537	\$3 for 1905	...	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil	\$1 for 1904	...	Tls. 60 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	16
China Light and Power Company, Limited	10,000	\$10	\$10	none	\$25,000	60 cents for year ended 28.2.06	8 1/2 %	\$94 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$115,000	1855	80 cents for 1906	...	\$17 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$5,000	\$2,074	\$1.30 for year ending 31.7.07	7 1/2 %	\$114
Green Island Cement Company, Limited	400,000	\$10	\$10	\$11,000	\$10,804	Interim of 50 cents per share for a/c 1907	12 1/2 %	\$21 buyers
Hall & Holt, Limited	21,000	\$20	\$20	\$186,000	\$15,002	\$2 1/2 for year ending 28.2.07	6 1/2 %	\$15
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,953	\$1 per share for year ending 28.2.07	9 1/2 %	\$240
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$105,000	\$4,361	Interim of \$4 for 1 year ending June 30th 07	8 %	\$25
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$65,000	\$4,211	Interim of 80 cents per share for a/c 1907	...	Tls. 362 buyers
Maatschappij tot Mijl. Botsch en Landbouwerij in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 547,500	Tls. 10,374	Final of Tls. 7 1/2 and bonus of Tls. 2 1/2 making in all Tls. 32 1/2 for 1907	8 %	\$13
Peak Tramways Company, Limited	25,000	\$10	\$10	none	\$2,655	\$1 per share for period from 19th Oct. to 30th Apr. 07	...	\$2
Peak Tramways Company (new)	50,000	\$10	\$10	none	Dr. P. 34,324	None	...	\$5 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 107 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,751	Tls. 4 for 1905	...	Tls. 45 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 67,325	Tls. 3,314	Final of Tls. 5 and Tls. 10 for 1906	...	Tls. 60
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 8,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	8 1/2 %	Tls. 120 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 190,000	Tls. 85,592	Interim of 15/- for account 1907 (old)	...	Tls. 355 buyers
Shanghai Waterworks Company, Limited	16,350	£20	£20	none	Dr. 44,034	Interim of 11/3 for account 1907 (new)	...	120 sales
South China Morning Post, Limited	6,000	\$25	\$25	none	\$478	None	6 1/2 %	Tls. 97
Steam Laundry Company, Limited	20,000	\$5	\$5	none	none	40 cents for year ending 31.5.07	...	\$103 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,395	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	...	\$10
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$3,360	First year	8 %	\$10 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$35,000	\$5,482	80 cents on 9,000 ord. shares and \$19.80 on 100 Foundem shares for 1 year end. 31.5.07	7 %	\$5 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$25,000	£41	Interim of 30 cents for account 1907	...	
William Powell, Limited	15,000	\$10	\$10	none	£41	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	

\* These shares are entitled to half of the profits.

## Hails.

## MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, INDIA, ADEN, DJIBOUTI, SOYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEHIO," Captain Guionnet, will be despatched for MARSEILLES on TUESDAY, the 7th January, 1908, at 4 P.M.

This steamer connects at Colombo with the Australian line S.S. "Pile de la Colonne" bound for Marseilles via Bombay and Aden.

Passage tickets and through bills of lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:— S.S. "SALAZIE" 21st Jan. S.S. "PARRA" 4th Feb. S.S. "OCEANIAN" 18th Feb.

J. MILLET, Agent, Hongkong, 26th December, 1907.

## REGULAR STEAMSHIP SERVICE

TO NEW YORK, VIA PORTS AND SUZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "For Freight and further information, apply to DODWELL &amp; Co., LIMITED, Agents, Hongkong, 5th October, 1907."

DODWELL & Co., LIMITED, Agents, Hongkong, 5th October, 1907.

## THE AMERICAN AND ORIENTAL LINE

FOR BALTIMORE AND NEW YORK (With liberty to call at Malabar Coast).

THE Steamship "JESERIC," Captain Thompson, will leave for the above ports on or about SATURDAY, 25th January, 1908.

For Freight, apply to ARNOLD, KARBURG &amp; Co., Agents, Hongkong, 21st December, 1907.

## NORTHERN PACIFIC LINE

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Kumakura	6,231	Cowley	28th Jan.
Shamshu	9,656	E. V. Roberts	21st Feb.
Tremont	9,600	T. W. Garlick	17th Mar.
Sumner	6,231	Shotton	9th Apr.

CHAMP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COINING, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

\* The twin-screw s.s. "Shamshu" and "Tremont" are fitted with very superior accommodation for first and second class passengers.

The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

† Cargo only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL &amp; Co., LIMITED, General Agents, Queen's Buildings, Hongkong, 12th December, 1907.

## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE,

## DEPOT

GENERAL HOUSEHOLD

REQUISITES

A.C. &amp; C. &amp; C.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1906.

Dewar's 'Imperial'

The Whisky without an equal

Sole Agents, BUMANN &amp; BERBLINGER

15, 16 &amp; 17, Cornhill, Road Central.